

# ANGERED AND CRAZED BOLSHIEVSKI THIRST FOR BLOOD OF KERENSKITES

(By Associated Press)

PARIS, Jan. 24.—A vivid picture of the circumstances of murder, by infuriated Bolsheviks, of General Dukhonin, formerly commander-in-chief of the Russian army, is given by the Petrograd correspondent of the Matin, who apparently was an eye-witness of the tragedy. According to his story, Ensign Krylenko, the Bolshevik commander-in-chief, endeavored to save General Dukhonin from the mob, but his efforts were unavailing and the Russian commander was struck down by a sailor and then run through with a dozen bayonets.

The murder took place after the Bolsheviks had captured the headquarters of the Russian army at Mohilev and followed General Dukhonin's refusal to request the German army officials to enter into an armistice with the Bolsheviks. The general was on board a train when the mob surrounded him. According to the Matin's correspondent, the general appeared at the window of his railway carriage.

"Throw up your epaulettes!" shrieked the soldiers, "or we'll kill you," and they shouldered their rifles. Krylenko begged the general to give way to them, but Dukhonin refused.

"They can go to the devil!" he cried. "Let them kill me!" A bullet whizzed by, breaking the window, then a second. General Odintzoff went up to Dukhonin and gently took off his epaulettes. They were thrown to the mob and were quickly torn to pieces, and for a moment we thought he was saved. Then a handful of sailors jumped into the carriage. They seized Dukhonin by the shoulders and pushed him to the end of the coach and then onto the platform. Krylenko ran after them. The general's appearance caused a great uproar.

"Kill him right out!" they cried. "Kerensky and Korniloff got off. Men like him must be killed at once."

As the mob pushed closer and closer upon the general, Krylenko

stormed and shouted, but no one took any notice. With a single blow the general was struck down by a tall sailor from the rebel cruiser Aurora. Dukhonin got on his feet again once, his face streaming with blood. He tried to speak, but a dozen bayonets were run through him, and then blows and kicks were rained upon his body.

The soldiers fought for his clothing, tearing it from him. The corpse, stripped bare, was set up against a railway carriage and the mob, laughing like madmen, started a gruesome game. Sailors, Red Guards and soldiers made snow and mud balls and flung them at the general's head.

"I could no longer look on," writes the Matin's correspondent, "and dashed back into the carriage, where I found Krylenko sitting in a corner, his face in his hands. When he lifted his head I saw he was pale as death. 'Look at them,' he said in a whisper. 'There's no holding them in now. I and all the rest of us must come to the same end.'"

## URGENT NEED FOR MEN IN SERVICE

(By Associated Press)

WASHINGTON, Jan. 24.—So urgent is the need for lumbermen and road builders for immediate service in France that the war department has made an exception to its previous ruling, and will now allow experienced men of draft age to enlist, under certain conditions.

Any man between 18 and 41 years of age, who is qualified physically and by experience, may enlist for this service; but they must obtain permission to do so from Major C. E. Clarke, chief of engineers' office, war department, Washington, D. C., by mail or telegraph. The men required will be sent to France as soon as they are assembled, without being held here for military training.

Tremendous quantities of lumber are required by the American troops in France. A special regiment, known as the 20th Engineers, is being recruited to cut timber in the forests of France and manufacture it into lumber. This regiment will include experienced men of every class required in lumber camp operations.

The 20th Engineers needs immediately 2,000 woodsmen, sawmill men, machinists and others who have worked at lumbering. It also needs 3,000 men who have worked at road building. These men are to construct roads from the woods to the mills and from the mills to the distributing depots. In connection with both the lumbering and road building operations complete crews of men experienced in the great variety of machinery used and in the camp and repair work involved are required.

## TREASURER ED MALLEY MAKES ANNUAL REPORT

State Treasurer Ed Malley has just completed and rendered to Governor Boyle his annual report of his office for the year 1917.

The report is a most comprehensive one and shows great care in compilation.

As gleaned from the report, the total receipts of the state treasurer, from all sources, for the year were \$1,618,195.46, and the amount actually paid out was \$1,787,574.25, which apparent excess of disbursements over receipts arises from the fact that the money paid out includes everything, even including investment bonds purchased and paid for and the disbursements also include warrants issued last year and paid this year.—Carson Appeal.

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## NEVADA LANDS ARE IN DEMAND

RECLAMATION PLANS OF GOVERNMENT CENTER INTEREST ON LOVELOCK.

The sale of about 8,000 acres of land in the Lovelock valley, Nevada, closed two weeks ago, followed by several transactions in extensive farm tracts in the same region, has interested San Francisco real estate agents who specialize in country lands, says the San Francisco Chronicle.

Locally, this activity is largely attributed to the fact that the United States government, through its reclamation department in conjunction with the state engineer of the state of Nevada, has placed funds at his disposal and is now making preliminary hydrographic surveys and estimates for construction of extensive storage reservoirs to serve the land in the valley.

Reports from Lovelock are to the effect that his deals in lands and cattle are daily consummated there. California, Utah and eastern capitalists are said to be seeking investments in the valley farms and grazing lands, the high price of cattle and wheat being the incentive.

The Lovelock valley is situated at the extreme lower section and delta of the Humboldt river. After the river traverses 1,600 miles from its headwaters in the snow-capped Ruby mountains of Elko county, Nevada, its drainage area embraces 13,800 square miles, one-eighth the entire area of the state. Just below Lovelock valley the Humboldt river disappears into the Humboldt sink or lake. The valley is twenty-five miles north and south by five to eight miles east and west. It is the bed of an ancient lake and one continuous body of fertile delta land. The soil is formed of river and lake deposits. The accumulated silt and sediment of ages of river flow are mingled with the growth and decay of reeds and other marsh plants, the result being a body of extremely rich black loam soil, rich in humus, well blank to a depth of 400 feet.

## TRANSFUSION OF BLOOD.

(By Associated Press) LONDON, Jan. 24.—The practice of blood transfusion in the cases of badly wounded men in the army is growing in importance. Out of thirty-five wounded men who could not have survived otherwise, twenty-two were saved by this process.

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## IMPURITIES FOUND IN CANTEEN CANDY

(By Associated Press)

WASHINGTON, Jan. 24.—Discovery of "impurities" in candy supplied at navy canteens that resulted in suspension of sale to the men and the purchase of additional supplies caused a recurrence of the report that powdered glass had been found. There has been no confirmation of the report. No sickness has been reported.

## BOARD OF CONTROL NO LONGER EXISTS

U. S. MILITARY ESTABLISHMENT HEREAFTER WILL BE IN DIRECT CHARGE.

(By Associated Press) WASHINGTON, Jan. 24.—Dissolution of the board of control for labor standards, created to keep army clothing contracts away from plants employing sweatshop methods, is announced by Secretary Baker, with the explanation that the primary purpose of the board has been accomplished and hereafter its duties could be performed by the quartermaster general's office.

Some of the activities of the board, of which Mrs. Florence Kelley and Louis Kirstein were the civilian members, have been the subject of controversy in the congressional war inquiries because certain firms failed to get contracts. The board's rulings have stood, however, and its dissolution is said to be only a part of the department's general policy to bring the work heretofore done by civilian advisers directly under the military establishment.

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# OFFICIAL FREIGHT EMBARGO NOW IN EXISTENCE ON EASTERN ROADS

(By Associated Press)

WASHINGTON, Jan. 24.—An official embargo on all freight except food, fuel and munitions practically was in effect today east of the Mississippi river and north of the Ohio and Potomac rivers, as a result of Director General McAdoo's authorized embargo yesterday on three eastern trunk lines. Although the restriction was applied formally only to the Pennsylvania and the Baltimore & Ohio east of Pittsburgh and the Philadelphia & Reading, other railroads accepted little freight, particularly if it was destined eastward.

This situation probably will continue until milder weather permits railroads to begin to move the great quantity of general freight accumulated during the past weeks of winter storms.

Factors contributing to the embargo were the priority of movement for coal and foodstuffs, and the continued preference in coal deliveries given to domestic consumers, ships, and certain war industries which were exempted from the fuel administration's general closing order.

To reduce railroad mileage in hauling coal, some sort of a zone system of coal distribution probably will be put into operation by the railroad and fuel administrations within a week. Plans for such an arrangement were discussed at a conference between Director General McAdoo and Fuel Administrator Garfield, both of whom announced that they were working in entire unison in developing a plan of greater efficiency for coal transportation.

## FIREMAN KILLED AND PASSENGERS INJURED

(By Associated Press)

SAN ANTONIO, Tex., Jan. 24.—Fireman W. D. Coursey of Waco, Tex., was killed and fifteen others, including B. N. Bagman of Lincoln, Neb., were injured when a south-bound passenger train from St. Louis on the Missouri, Kansas & Texas railroad, collided with a work engine in the suburbs of San Antonio late yesterday afternoon. The injured were taken to hospitals here.

## TIN CAN TIED TO A SEDITIONIST

(By Associated Press)

SIOUX FALLS, S. D., Jan. 24.—William C. Remper of Parkston, S. D., state secretary of the People's Council for Democracy and Peace, was forcibly taken into an automobile to Mitchell yesterday, driven four miles from town, and set down on the prairie with directions to proceed afoot to his home at Parkston and remain there. As delegate to a state Socialist convention Remper is said to have instituted seditious activities.

Although the weather remained cold over most of the East, the lack of new snowfall enabled the railroads to make a slight improvement in the traffic situation. The flow of coal eastward was somewhat greater and the supply of empty cars to mining regions was larger. Nowhere was there any near approach to normal conditions, however, and railroad administration officials pointed out that the full effect of the low coal production and distribution would not be felt for several days.

The number of ships awaiting bunker coal at Atlantic ports was smaller, but freezing of coal in the cars still hampered dumping and ice in harbors interfered with lighterage. Temperatures ranged not far from the zero mark over much of the country last night, but warmer weather is in prospect later in the week and when it comes railroad officials look for much improvement in transportation.

The embargo put into effect yesterday will not apply to shipments of munitions or other war supplies specifically approved by the war or navy departments, and the shipping board. The traffic directors of these departments will furnish to railroads definite information on shipments which they wish to move promptly.

Telegrams of inquiry from the Middle West concerning reports of embargoes were answered with the information that although embargoes there have not been officially sanctioned by government administration authorities, local railroad officials have power to decline to accept freight destined for embargoed points or lines. Scores of these minor

embargoes may be declared without the specific approval of the railroad administration and indications were that many would be put into effect today.

The contemplated zone system of coal distribution is based on a plan prepared some months ago by Francis S. Peabody, chairman of the coal committee of the council of national defense. The plan is to have each producing district serve a prescribed territory as near to the mines as possible, so as to do away with cross-hauling and make transportation more economic. Fuel administration officials estimate that at least 20 per cent of present hauling can be dispensed with when the scheme is working properly.

Many contracts will not expire until April and if zoning is established some provision will have to be made to care for them. It is likely that an effort will be made to shift contracts in such a manner that the interests both of the seller and the consumer will be conserved.

Many of the less essential industries, it was indicated, will find it hard to get coal supplies for many weeks to come. They are permitted to burn fuel they have on hand, except on Mondays, but continued enforcement of a specified list of consumers automatically cuts off shipments to them.

Fuel administration officials could not say today just what has been the effect of the five-day closing other than that more ships have been supplied with bunker coal and that complaints from household consumers of a lack of coal have been fewer.

## PLAN REGULATE SILVER PRODUCTION

(By Associated Press)

DENVER, Colo., Jan. 24.—The silver and excess war profits committees last night were putting on the final touches on resolutions which will be submitted today before the fifth annual joint convention of the Colorado Metal Mining association and Colorado chapter of the American Mining congress in session here. The committees were instructed to confer with silver producers and other mining operators from other states who are attending the convention, in order to determine upon their attitude toward government regulation of the silver production and the number of federal taxes upon which the entire mining industry could unite. There was no intimation as to what the recommendations were, but a program for congressional legislation is known to have been contemplated.

Addresses by Governor E. D. Boyle of Nevada, Senator J. B. Kendrick of Wyoming and Senator Key Pitt-

man of Nevada marked yesterday's sessions.

David T. Day, an oil expert of the federal bureau of mines at Washington, spoke on the possibilities of oil shales of Colorado. He said tests conducted at Washington, on the basis of production in French and Scotch oil shales, indicated that Colorado's oil shale could produce more oil than all the oil wells in the West and that, if developed, the oil shale industry would exceed coal mining in importance to the state.

## FEWER SINKINGS.

LONDON, Jan. 24.—Again the sinkings of British merchantmen by mine or submarine have been held at a low point. Only six vessels of 1600 tons or over and two under that tonnage were destroyed in the past week, according to the admiralty report, issued last night.

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